Conneaut Parks
Redevelopment Plan
Conneaut, Ohio

1981

CONNEAUT PARKS REDEVELOPMENT PLAN

FOR THE

CITY OF CONNEAUT, OHIO

ABSTRACT

TITLE: Conneaut Parks Redevelopment Project

AUTHOR: The Department of Housing, Planning, and Community Development

SUBJECT: Redevelopment of Lake View and Malek Parks

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ABSTRACT: The purpose of this study is to provide an analysis of coastal energy facilities and their relationship to recreational facilities. An analysis of existing conditions and a needs assessment will provide guidelines for redevelopment of Malek and Lake View Parks. The redevelopment plan will aid in mitigating the effects of the energy facilities located adjacent to an undeveloped area of Lake Erie.

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I. INTRODUCTION

Increased awareness by all segments of society of the need to preserve the natural environment combined with increased leisure time has focused added attention upon needs for open space and recreation facilities. Certainly this is the case in the City of Conneaut. Interest in conservation, beautification, pollution abatement and ways to improve "livability" combined with increased leisure time, greater mobility and greater disposable incomes have added to the demand for facilities for relaxation.

This report will analyze existing conditions, assess needs and provide guidelines for redevelopment of two City recreational areas, Malek Park and Lake View Park. Based on existing conditions, projected growth standards, and potential for development, recommendations are made for developing these facilities.

A. Purpose

The Coastal Energy Impact Program (CEIP), for the City of Conneaut, was prepared as part of the National Oceanic and Atmospheric Administration's CEIP. The CEIP was created by the 1976 amendments to the Coastal Zone Management Act of 1972 and is a federally funded program designed to assist in the mitigation of impacts related to coastal energy activity. The Ohio Department of Energy (ODOE) has assumed responsibility for development, implementation and administration of the CEIP within the State of Ohio. On July 10, 1980 the ODOE awarded a federal grant to the City of Conneaut to analyze impacts and develop mitigative

measures to offset impacts caused by the development of coastal energy activities.

B. General Setting

The City of Conneaut, an area covering approximately 27 square miles, is located in Ashtabula County's far northeast corner. It is bounded on the north by Lake Erie, on the south by Monroe Township, on the east by a portion of the State of Pennsylvania, and on the west by Kingsville Township. Conneaut is geographically situated 30 miles west of Erie, Pennsylvania, 60 miles north of Youngstown, 75 miles east of Cleveland, and 125 miles north of Pittsburgh.

The population of Conneaut according to the 1980 U.S. Census figures is 13,835 (a decrease of 717 persons or 5 percent from 1970 population figures. The census classified 98.2 percent of the population as white, and 1.8 percent as non-white minority.

The climate of Conneaut may roughly be classified as continental, though Lake Erie has some effects. The most spectacular effect of the lake is seen with the winter snowfalls. Air masses going over the open water pick up moisture and heat. As the air is forced to rise over the ridge that parallels the lake, the excess moisture falls in the form of snow. The effect of Lake Erie is moderating during the cold periods, and because of this effect, the growing season is lengthened a few days in the spring and fall seasons. The average annual precipitation is 35 inches along the coast, and increases to more than 40 inches at higher inland elevations.

C. Characteristics of the City

Historically, the community originated on July 4, 1796, when Moses Cleveland and his party of fifty surveyors from Connecticut sold the Western Reserve to a party of private developers who hired Cleveland to survey the land and clear Indian claims. The group first came to the mouth of Conneaut Creek, and ultimately named this natural harbor Port Independence, in honor of the founding day. The name Conneaut was given to the stream by a tribe of Seneca Indians, and signifies the "river of many fish."

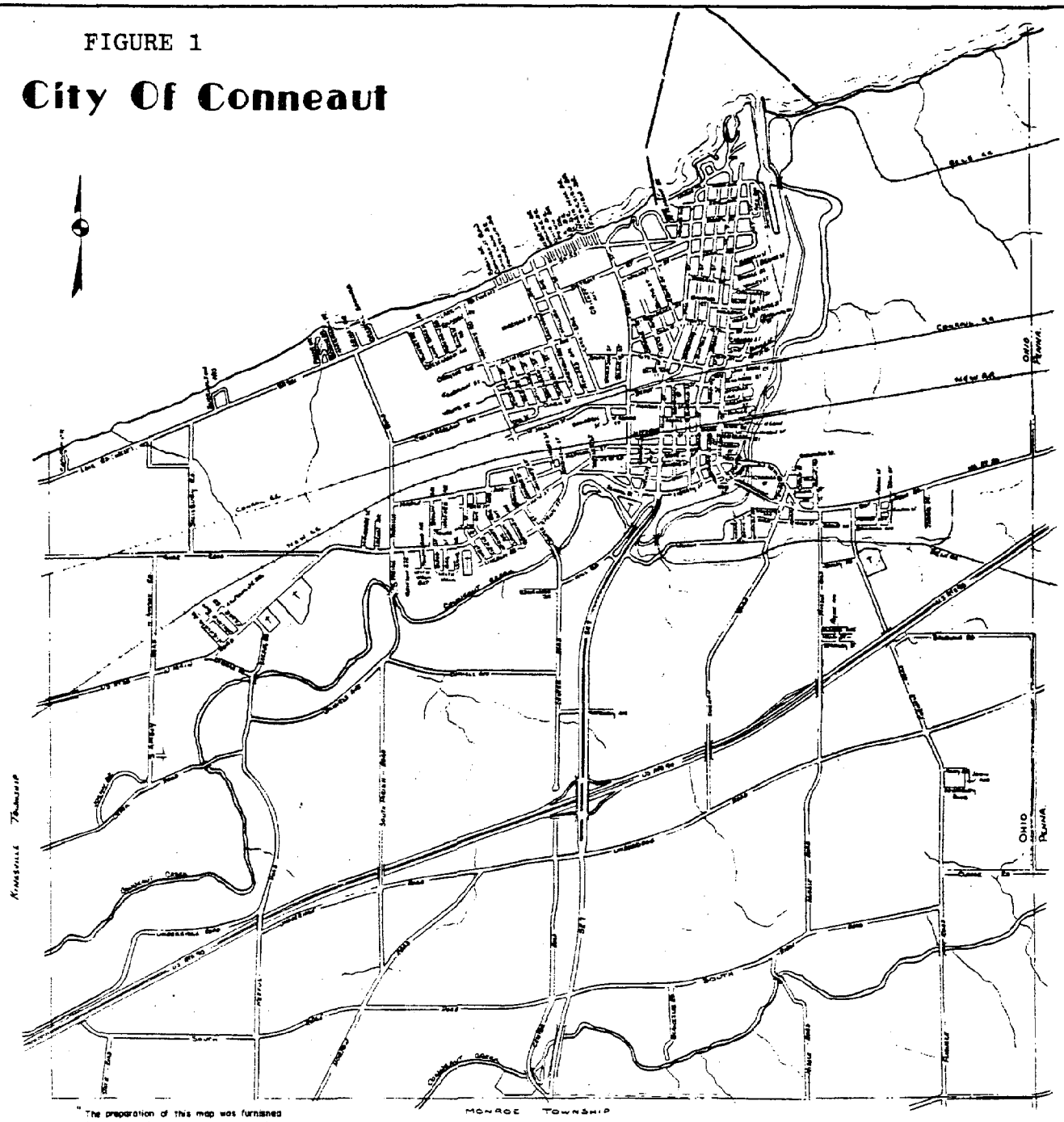
The first resident was an individual by the name of Halsted, who was found residing here at the time the surveyors arrived in 1796. His cabin was located in East Conneaut, on a farm about one-fourth mile from the State line. The first permanent settlement originated in 1798, with the arrival of Thomas Montgomery, his family, and Aaron Wright.

The first government of the area was Salem Township, organized in 1804, and was also the first organized township in Ashtabula County. In 1834, the Village of Conneaut was incorporated, and the first mayor elected. The geographic boundaries of the City remained fairly constant until the merger with the Village of Lakeville in 1962. The City now includes all of the area which was designated as Conneaut Township, as shown in Figure 1. Within this area, in addition to Conneaut, there were two other villages, Amboy and Farnham, although Farnham is far less evident at this time.

The early history of Conneaut is closely related to the Conneaut Harbor. The harbor, once not navigable, is now one of

FIGURE 1

City Of Conneaut



"The preparation of this map was furnished in part through an urban planning grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954 as amended." 1978

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the deepest and most important harbors on the south shore of Lake Erie. The harbor was the catalyst for much of the early industrial development that occured in the City. The construction of the Nickle Plate Railroad in 1881 helped Conneaut secure the Nickle Plate shops, a major employer for many years. The following year, the Bessemer Railroad was built, the docks were reconstructed, and the channel widened and deepended in preparation of the great ore and coal trade. The harbor is presently operated by the Pittsburgh and Conneaut Dock Company, and is a port-of-call for the St. Lawrence Seaway-Great Lakes System, and is a port-of-entry into the United States, for Canadian and overseas vessels.

The completion of the railroads had the effect of taking some of the shipping business away from the harbor, but at the same time, complimented the transportation of coal and ore into and out of the harbor. Since the mid 1900's, growth has been slow and erratic in Conneaut, with the community retaining its small town and rural atmosphere.

D. General Goals of the City

In order for the City of Conneaut to plan for a better future, all proposed plans and programs must be evaluated by a set of ideas which comprise the desired type of community that the City should strive to become. The goals themselves are viewed as the cornerstone of the planning process, for in theory, they form the framework for both public and private decision-making. The broad, overall goal of the Conneaut Planning Program is to promote the well-being of City residents by helping to

create an increasingly better, more healthful, convenient, efficient, and attractive environment. This is the basic goal upon which all subsequent goals rest. It is the most abstract of all goals, and could be argued to be too vague to be of utility. However, it is a goal that may be forgotten unless stated -- the details of what constitutes "well-being" are subject to varying interpretation. Overall, the goals beneficial for the City of Conneaut include:

1. To encourage and facilitate the use of vacant areas and revise deteriorating areas within the community.
2. To ensure growth will be facilitated and guided contiguous to the development areas, and all possible means will be used to ensure that any development that is not contiguous to the development area will be provided with a full compliment of services.
3. To further the development of the social, cultural, spiritual, aesthetic, and economic values of the community.
4. To minimize the danger and damage created by flooding.
5. To preserve historical, scenic, and aesthetic values of the City.
6. To encourage the most appropriate uses of land and aid in conserving and protecting property values.

E. Goals of the City as they relate to Open Space and Recreation Areas.

The open space available in a City is the counterpart of development. What is done with open spaces will affect the character of development, and what is done with the development will likewise affect open space. Open space and recreation areas must be seen not just as space vacant from development, but as an essential element determining the character and quality of the urban environment. To promote this type of development, the recreation goals for the City of Conneaut include:

1. To provide a sufficient amount of land for open space and recreation to meet human needs, both physically and psychologically.
2. To enhance and protect the resource base -- the air, water, soil, plants, and in turn, the animals.
3. To improve the quality of the environment by coordinating recreation development with other development.

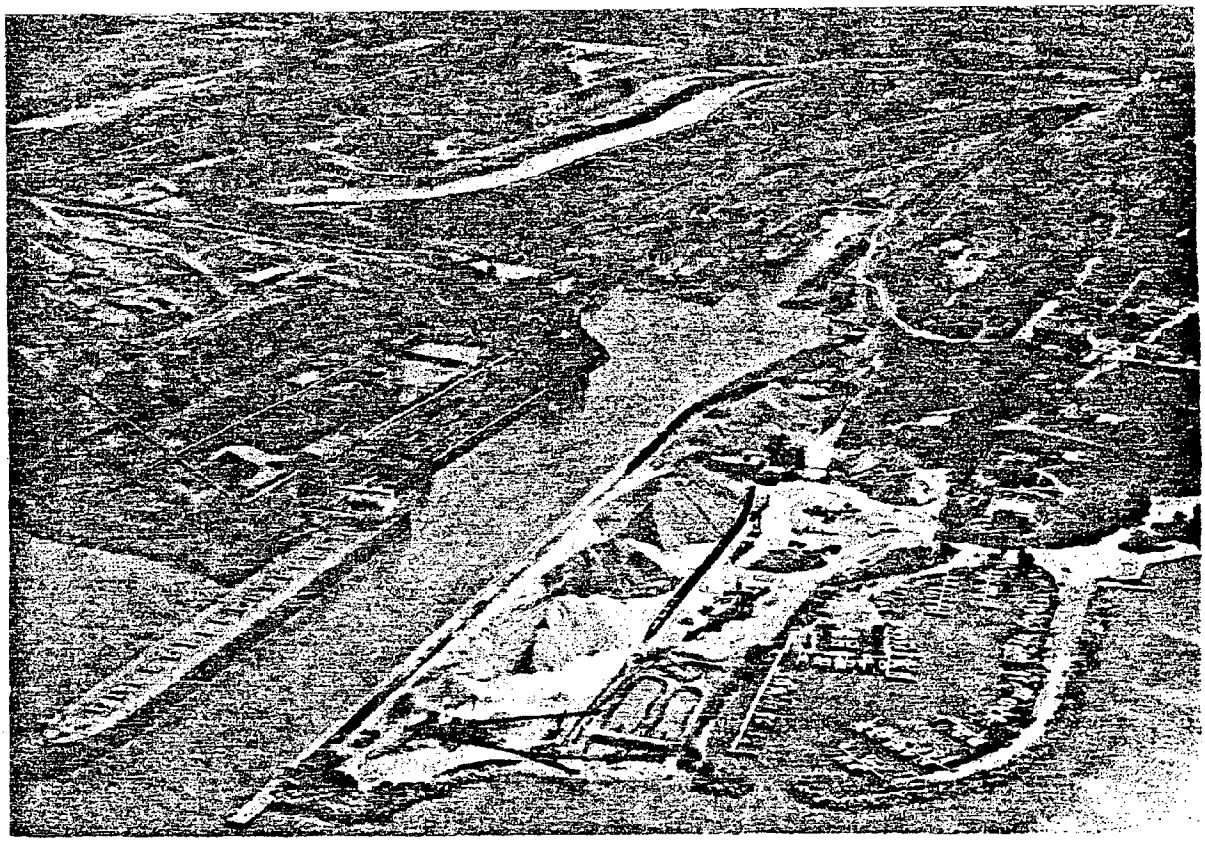
These goals are discussed in the City of Conneaut, Alternative Future Plan published in 1978. This document is the adopted Comprehensive Plan for overall development for the City of Conneaut.

II. ACTIVITIES AND NEED FOR ASSISTANCE

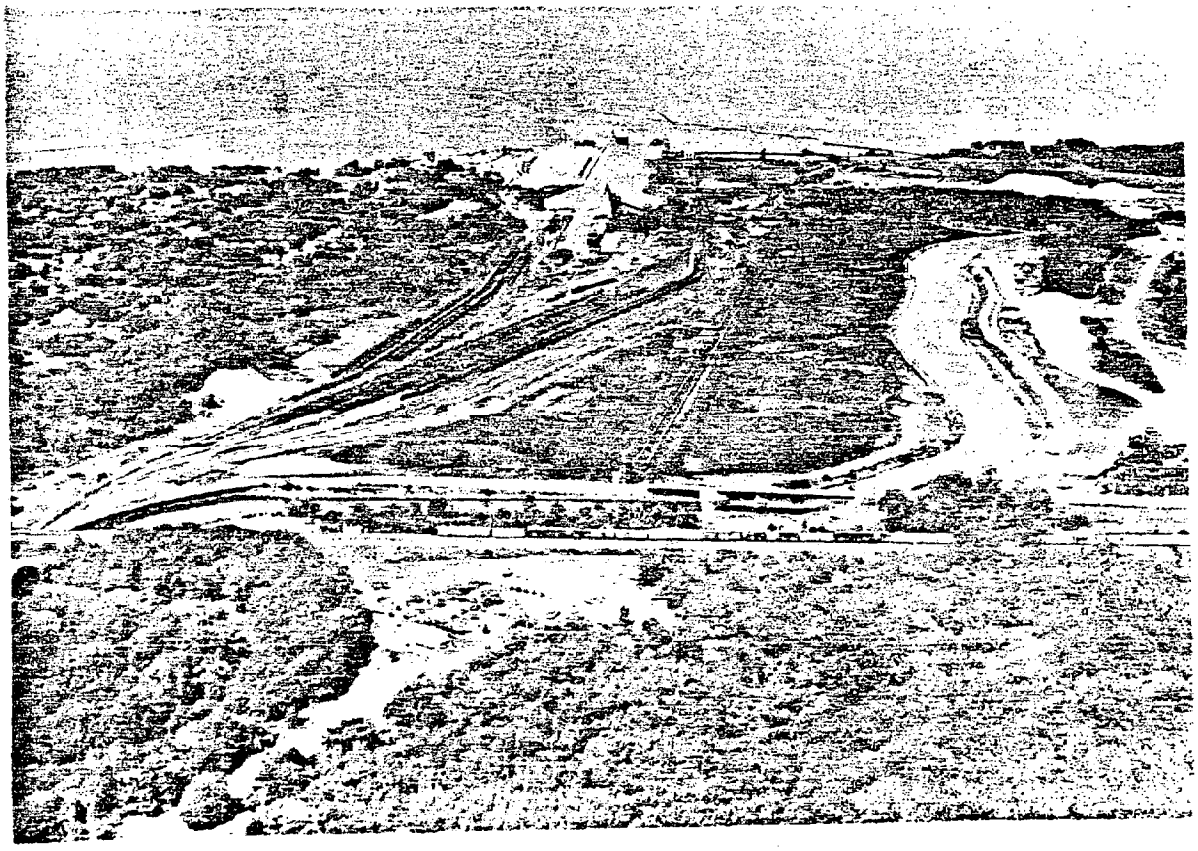
The need for this study is based on the significant effect of coastal energy facilities on the recreational resources of Conneaut. The two energy facilities, the Pittsburgh and Conneaut Dock Company coal expansion project and the energy related facilities of the proposed United States Steel Mill are identified on the Ohio CEIP Coastal Energy Facilities Inventory. The coal expansion project is presently operative while the proposed steel facility has not begun construction as of yet. The expansion and site improvements involving these energy facilities has resulted in the loss of active recreational areas east of the dock inlet. Among the recreational activities displaced are hiking, hunting, and fishing. This Redevelopment Plan is intended to propose improvements to Lake View and Malek Parks which would aid in mitigating the effects of the loss of waterfront access.

A. Energy Facility Description

The Pittsburgh and Conneaut Dock Company began as an ore dock in 1892 and was incorporated on March 8, 1893. The early ore dock was served by a branchline of the Pittsburgh, Shenango, and Lake Erie Railroad (latter to become the Bessemer and Lake Erie Railroad). Completion of this southerly railroad make it possible for steelmakers to ship iron ore from the Mesabi Range in Minnesota directly to the steel mills in the Monongahela River Valley. The same railroad then carries bituminous coal from mines primarily in Pennsylvania and West Virginia to Conneaut. The coal arrives in Bessemer and Lake Erie trains to

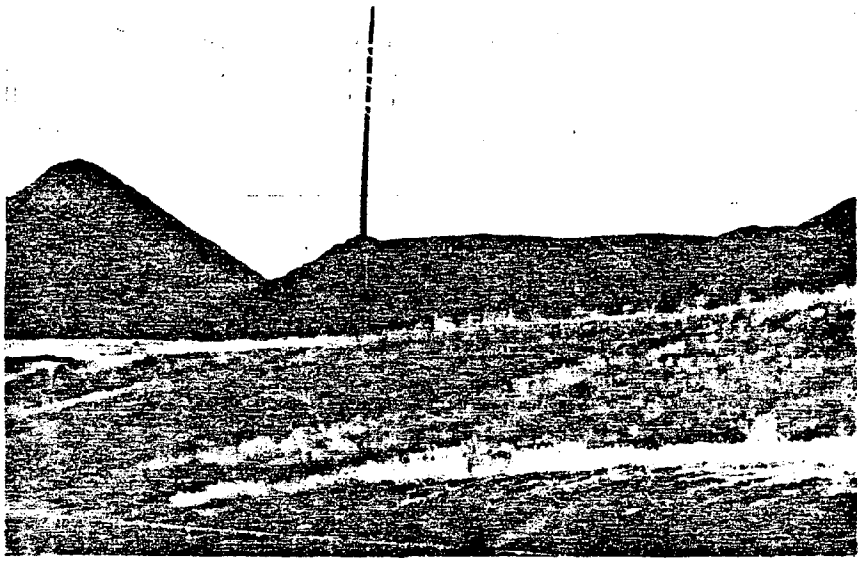


The Pittsburgh and Conneaut Dock Company operates one of the busiest harbor facilities on the Great Lakes. The storage of coal, limestone, and iron ore make Conneaut a vital break point for materials needed in the steel producing industry.

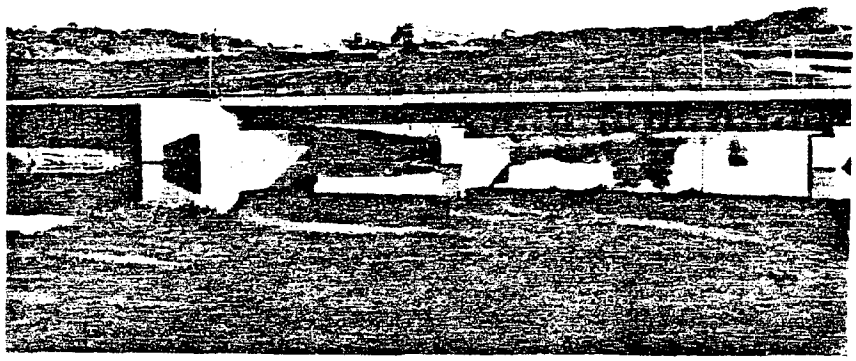


be placed in temporary ground storage with the coal ultimately being loaded into lake vessels for shipment to Great Lakes ports in the Unites States and Canada. Coal is delivered in bottom dump hopper cars, which are pulled over an unloading pit by locomotives remotely controlled from a nearby tower. The coal is moved to various storage areas over a conveyor belt system, being weighed and sampled enroute to storage. The modern coal handling and storage system permits coal to be shipped for storage on a year around basis. This concept alleviates many problems previously encountered in attempting to match vessel availability with coal train arrivals. A small percent of the coal is loaded directly from the trains to the vessels without going into storage.

Owned by the Bessemer and Lake Erie Railroad, and operated for it under contract by the Pittsburgh and Conneaut Dock Company, the coal facility was successful from the outset and has since been expanded several times. The most recent expansion project was started in the fall of 1975 and was completed in the spring of 1979. The project was aided by the State of Ohio's Development Financing Commission, which authorized the issuance of $23 million in tax-exempt bonds for financing. The coal expansion project was undertaken when it became apparent that additional capacity would be required at Conneaut, based upon traffic projections for lake vessel coal movements. The project will aid in eliminating surges, delays, and shut-downs in the coal and railroad industries. No further land was available at dock-level for coal storage, thus it was necessary to locate the new storage area on a bluff to the east of the original coal facility. The area is served by the



As no further land was available at dock-level, it was necessary to locate the new storage area on a bluff to the east of the original coal facility.



The newly-constructed railroad bridge crossing Conneaut Creek provides access for coal trains to the railroad's expanded coal handling and storage facility.

railroad's relocated Conneaut Spur, which crosses Conneaut Creek by way of a new bridge. Modern facilities have been provided for car dumping, including a thaw shed, a high-capacity rotary dumper, track scale, extensive railroad yards, and a personnel building. A second bridge constructed across Conneaut Creek permits the movement of coal handling and maintenance equipment, such as bulldozers, cranes and trucks, between the dock-level coal storage area and the new bluff storage area. The Dock Company does not buy and sell the coal but acts as an agent of the Bessemer and Lake Erie Railroad providing service for the transhipment of these materials.

The proposed U.S. Steel Mill facility, as of yet, has not been constructed. U.S. Steel is continuing the formal permit process but has revised its construction start until approximately 1985. This time frame is expected to be flexible depending on the economy and the future government incentives for this type of industrial development. The following quote made at a news conference in June of 1979 by U.S. Steel Chairman David M. Roderick indicates the feasibility of the project. Mr. Roderick was in Conneaut to accept the granting of a permit by the U.S. Corps of Engineers for the initial stages of construction of the steel mill when he said, "approval of a building permit satisfies the first of two principal requirements stated in our original proposal, the second requirement which will determine when construction gets underway is to solve the serious and complex problems which govern the economics of steelmaking. You will notice I did not say <u>if</u> the Conneaut plant will be built. I said

when it will be built, and the when will be dictated by the hard facts of economic life facing U.S. Steel and all other domestic steel producers", he added.

When this coastal energy facility is completed it will be capable of producing 7.5 million tons of steel on an annual basis. The proposed Lakefront plant represents an application of steelmaking technology not attempted in the United States. Although each process unit of the proposed plant has been utilized in various facilities, no domestic company has integrated the process units to the extent proposed. The resultant plant would demonstrate a new level of productivity in the United States steelmaking industry. Construction of the proposed steel mill would include approximately 2,760 acres of Lakefront land. Within Conneaut, the combined direct, indirect, and plant-induced employment would reach a peak of about 6,000 jobs of the 16,800 total projected jobs for the regional area. The overall impact is expected to increase the population 10,000 to 12,000 people giving Conneaut a population of 23,800 to 25,800 by the mid 1990's. This assumption is based on the project commencing by 1985 with a ten year construction period. Plant-induced development during the construction phase would significantly increase demand on existing recreational facilities. Beginning with the start up of plant operations, utilization of recreational areas would rise. Approximately 5,300 operations related new residents would occupy the area placing increased pressure on public athletic fields, beaches, picnic areas, private recreational facilities, and available land for hunting, hiking, and fishing. Increased usage of

existing public and private boat launching facilities would tend to aggravate the already overcrowded conditions experienced during the boating season. Since small boat launching areas and beaches are inadequate to meet present demand, overcrowding can be expected to continue.

The development of the steel mill would result in the following primary impacts as identified in the Environmental Impact Statement completed for this project. A majority of these primary impacts will have either a direct or indirect effect on the quality of existing recreational facilities.

1. The proposed action would result in the replacement of 7,500 feet of Turkey Creek channel with 5,600 feet of culvert. The culvert would be installed in the mainstem starting from a point 1,500 feet upstream of Lake Erie and extending to State Line Road. This would reduce the overall stream length from 91,000 feet to 89,100 feet. The difference of 1,900 feet results from straightening meanders. Aquatic habitat utilized by resident warm water fish species and migratory cold water species entering from Lake Erie would be permanently reduced in this reach.
2. Construction and operation of the proposed lakefront facility may adversely affect public use of the beach fishing area at the mouth of Turkey Creek since the applicant will allow access only by boat. Fencing at the site perimeter would restrict fishermen access to the lake shoreline and US East Breakwater Extension

bordering Conneaut Harbor. The applicant's mitigation plan specifies habitat improvements downstream of the culvert with continued stocking of salmonids by the State of Ohio, while Pennsylvania Fish Commission personnel would be allowed to manage the upper watershed of Turkey Creek. Stream flow augmentation to facilitate passage of salmonids is also being considered. However, the mitigative actions are still subject to refinement by the applicant and appropriate State resource agencies.

3. Construction of the proposed steel mill would affect 1,766 acres of the 2,760 acres comprising the Lakefront site. This area would be cleared of riparian and upland habitat composed of various seral stages. All wildlife including important game species and non-consumptive species of recreational value would be adversely effected. The herpetefauna population would probably be destroyed during the construction phase. Other more mobile wildlife would move to other areas where stress, starvation and disease could ultimately eliminate these individuals. Migrating wildlife which formerly used this area would encounter habitat reductions, increased potential for collisions with tall structures such as exhaust stacks and transmission lines and possible contamination from use of such areas as ash-settling ponds. Noise and other disturbances during plant construction and operation may reduce the

wildlife utilization of surrounding areas.

4. During the construction phase blasting may be required to effect the installation of the intake and discharge structures. Detonation of explosive charges may injure or kill fish in the immediate vicinity of the worksite. In any case, blasting and dredging operations could cause resident and migratory fish species to avoid the area as long as such activities are in progress.
5. Land surface erosion would occur during the construction of the proposed plant and to a lesser degree during facility operations. The erosion would be reduced by application of the erosion control plan for the entire Lakefront site.
6. Dust generated during onsite construction activities would have a minor adverse impact on air quality.
7. Emissions from the proposed Lakefront plant would cause some deterioration of regional air quality. Major operational impacts on air quality are those associated with increased concentrations of sulfur dioxide (SO_2), nitrogen dioxide (NO_2), carbon monoxide (CO), hydrocarbons, and total suspended particulates. All emissions are expected to be within allowable Class II non-degradation limits and would occur throughout the projected life of the facility.
8. Sulfur dioxide and the various oxides of nitrogen

produced by the Lakefront facility could react synergistically to cause damage to sensitive agricultural crops, nursery stock, and native vegetation at lower concentrations than would otherwise occur on an individual basis. Available data are not sufficient to predict the synergistic effect or long-term effect of low concentrations of plant emissions on area vegetation or wildlife. The applicant has agreed to initiate a monitoring program to identify and define the effects on vegetation.

9. The formation of sulfates from sulfur dioxide emitted by the proposed plant may, under worst conditions, contribute to adverse health related effects when added to already high ambient levels.

10. Runoff from the plant site during the construction and operation phase would contain oxygen demanding substances, dissolved nutrients, and suspended solids which could adversely impact Lake Erie water quality or other receiving water bodies.

11. Dredging activities and construction associated with the extension of the Conneaut Harbor East Pier and unloading dock would have a short-term adverse impact on harbor water quality. To reduce the commitment of aquatic habitat and improve water circulation in Conneaut Harbor, the applicant has redesigned the pier and unloading dock so that it is supported by a system of individual steel sheet pile cells spaced approximatey 50 feet apart.

12. During construction, surface water runoff from disturbed and undeveloped sections of the Lakefront site, if controlled, could enter Turkey Creek and Conneaut Creek causing erosion. Should this occur, sediment laden water would enter the creeks and eventually Lake Erie. Under high flow conditions increased solids and BOD levels would be expected. Utilization of an effective management plan for erosion control at the Lakefront site would reduce sediment loading significantly.

13. Once the culvert is installed, some surface water runoff from the developed areas of the site could enter the open sections of Turkey Creek above and below this structure along with water from that portion of the Turkey Creek watershed undisturbed by the proposed project. Under low flow conditions, the introduction of contaminated runoff that is not impounded could significantly affect water quality in the creek. During high flows scouring would occur which would tend to flush accummulated contaminants from the plant surface water runoff into the creeks and eventually Lake Erie. Proper diversion, collection, and treatment of contaminated runoff would eliminate these potential impacts.

14. Under typical conditions plant effluent is expected to meet Ohio Water Quality Standards for all parameters except phenols and total dissolved solids.

Even though the dissolved solids concentration added by the Lakefront facility is relatively small it can exceed standards when combined with the already high ambient levels which typically occur in Lake Erie. Ohio standards are projected to be exceeded for a total distance of about 1,500 feet from the Lakefront plant outfall. Beyond this point, phenols are expected to meet the designated standard of .001 mg/liter.

15. Construction of permanent and temporary access roads and railroad spur would require the permanent commitment of 76 acres of wildlife habitat.

16. The combination of plant-related sulfur dioxide emissions with water in the atmosphere may increase the potential for acid rain precipitation downwind of the facility.

17. Clearing, grubbing, and grading activities would cause some increased siltation and sedimentation on site creeks, watercourses adjacent to the Lakefront site and Lake Erie. High levels of solids and siltation could cover benthos, decrease primary productivity and result in some mortality of ichthyoplankton, young-of-the-year fish, and zooplankton.

18. The originally planned construction of the unloading dock and extension and the east harbor entrance pier would have resulted in the elimination of 45,000

square feet of benthic habitat. However, the applicant has revised the design so that the dock would be supported by individual steel pile cells spaced at intervals of about 50 feet. Under these circumstances the commitment of benthic habitat would be reduced to 22,132 square feet.

19. Pile driving, dredging, and filling associated with the construction of offshore structures would lead to a temporary increase in turbidity levels and subsequent siltation of adjoining aquatic habitat. Periodic maintenance dredging of about 220,000 square feet of lake bottom could render these areas less suitable for spawing and inhibit reestablishment of diverse benthic macroinvertebrate communities.

20. During plant operations aquatic organisms entrained in the intake stream would incur nearly 100 percent mortality. The loss of ichthyoplankton may have a measurable local impact on future year classes of certain Lake Erie species. The applicant will perform additional ichthyoplankton sampling to determine if the operation of the intake at the selected site would minimize losses. The resultant data will be evaluated by the USEPA and the appropriate State agencies prior to final approval of the intake structure during the NPDES permit review process.

21. Heavy metals, organics, and trace elements would be discharged from the plant. After mixing with lake water for a relatively short period of time, the concentrations of most of these constituents would be within limits acceptable to aquatic organisms. However, some heavy metals and trace elements can accumulate at sublethal levels in the tissues of aquatic organisms. In the high velocity portions of the wastewater plume ammonia levels could reach levels lethal to certain fish species.

22. The spotted turtle (Clemmys guttata), which is endangered under Ohio law, occurs most frequently in the shallow pools and ditches of the Lakefront site paralleling the southern edge of the Norfolk and Western Railroad right-of-way. This habitat could have been eliminated through changes in surface drainage resulting from the originally proposed diversion of Turkey Creek. However, the diversion plan has been rejected by the applicant and the habitat indicated above is now included in an area that would be managed as a wildlife mitigation area. A limited number of spotted turtles have been observed at other locations which would be developed on the Lakefront site. Access to the site would be provided should the Ohio Department of Natural Resources decide to capture and relocate these individuals.

23. Although there is a potential for impingement of fish at the intake structure, the proposed installation of wedge wire screens, or an equivalent system defined as Best Available Technology, should minimize losses of young-of-the-year and adult fish species.

B. Park Description

The City of Conneaut realizes the importance of open space and park lands. Open space and recreation areas must be seen not just as space vacant from development, but as an essential element determining the character and quality of the urban environment.

As part of its park development plan, two specific parks have been targeted for improvement, Malek Park and Lake View Park as shown in Figure 2.

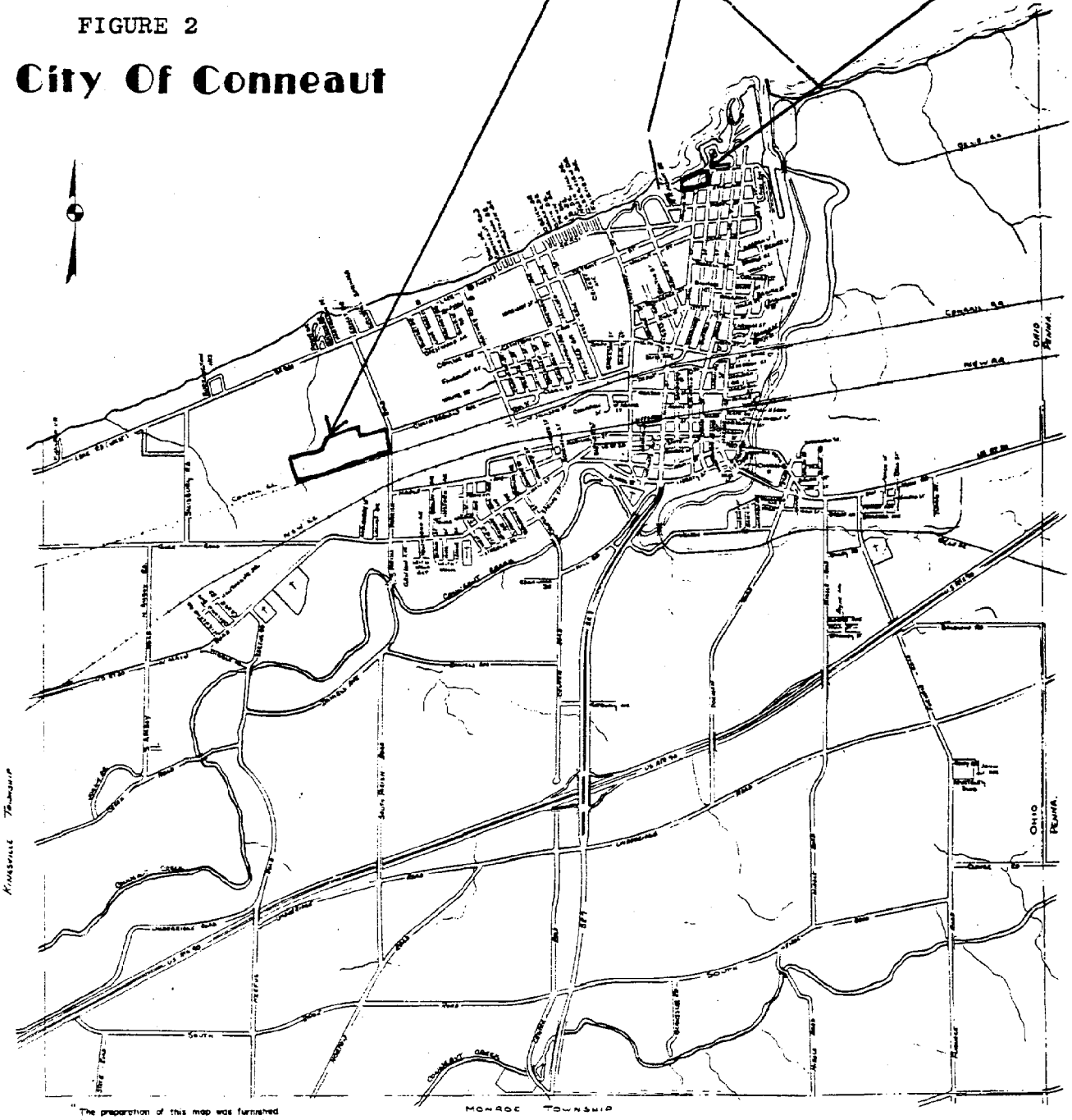
Lake View Park is a recreation center and is a not-for-profit corporation, under the laws of the State of Ohio. Lake View Park provides a lighted ballfield, tennis courts, child play apparatus and picnic facilities. Also on this six acre site is one building, a roller skating rink. The condition of this building is very poor and is scheduled for replacement. This location offers a scenic vantage point of Lake Erie, and therefore is one of the busier parks in the City. The present Lake View Park configuration and condition compromise effective use of the site. Parking stalls are present at the southeast corner, but accommodate only 20 cars. The softball field is the

Malek Park

Lake View Park

FIGURE 2

City Of Conneaut



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site's major use, with up to 1,000 spectators in attendance on occasion. The existing wooden bleacher sections are moved yearly to and from the high school for football spectators, and have reached their life expectancy. Restroom and concession functions are in very small shelters in very poor and unsanitary conditions. There is a road loop which arbitrarily bisects the site. This road provides parking, but is uncontrolled and an element contributing to traffic congestion and usafe land use during peak use periods. The existing tennis court is in poor condition. The site features a number of very large trees which in competition with each other for natural light, have developed to exhibit imbalanced head development. Limbs are overextended and many trees have suffered from branch loss due to wind impacts. The western portion of the site is utilized as a trailer court which provides income to the Recreation Board. With improvements to the shore embankment adjacent to the softball diamond, it is proposed that the trailer court remain to continue to generate operating monies. It is recommended that the Recreation Board require some parameter of trailer maintenance in the lease agreements.

Malek Park is a newly dedicated city park, and has the potential of being one of the better parks in the Conneaut park system. The City was donated thirty acres of land to be developed for recreational purposes. This land, now known as Malek Park, was donated by Mr. Edward Malek, a local businessman. The park is in the northwest corner of the City of Conneaut, west of the intersection of Parrish Road and Chamberlain

Boulevard. The location is bounded by the industrial plants Norton Plastics Company and Ecmo-Wheaton to the east, Conrail tracks on the south, property of Charles Weaver on the west, and Allied Corporation on the north. The site is a fraction of an eighty-six acre tract of land which was acquired by Cummins Canning Company on February 19, 1919. The previous use of the site has been for agricultural purposes and in recent years has remained virtually vacant. There is heavy residential development within one-half mile to the east, north, and south of the park site. In the event that the City of Conneaut becomes the site of the proposed United States Steel Mill, it is anticipated that this area and the land to the west of the proposed site will receive the heaviest initial amounts of residential expansion.

The park, in order to be properly utilized, was graded, and the natural creek at the westerly property line was protected from any topographical changes that would adversely affect the flow of surface water as well as the natural springs that feed it.

Funding for site development of Malek Park was initiated in 1978 through an agreement with the United States Department of the Interior, Bureau of Outdoor Recreation, Land and Water Conservation Funds. The conditions of the agreement are that the City of Conneaut will accept a donation of the land as an established gift credit from the Brueau of Outdoor Recreation. The gift credit will be used for development of the site to include playground equipment, parking lot, restrooms, ball

diamond, and support facilities. This agreement dictates that the property shall not be used for any use other than public outdoor recreation uses.

In addition to the gift credit obtained, the City has been successful in obtaining a five-thousand dollar grant from the Ohio Department of Energy, Coastal Energy Impact Program under environmental/recreational resource loss funds. The following list of equipment has been purchased with this grant;

(4) 6' permanent steel leg bench with clear aluminum slats

(2) 10' double faced bike racks

(2) bigger n' better permanent grills

(3) permanent all steel park stoves

(2) 8' tables with clear anodized aluminum plating

(6) permanent catch alls with plastic containers

(1) spring horse

(1) spring duck

(1) spring hound

(1) two-unit see-saw

(1) standard swing 4 unit 10' high with belt seats

(4) silver picnic tables with 2' x 10' top and seats

The acquisition of this equipment has enhanced the use of the park for all City residents. It is generally acknowledged among the citizens of the community that additional types of recreational facilities are immediately needed.

III. PROPOSED DESIGN

The proposed plan for the redevelopment of Lake View and Malek Parks represent improvements which will respond positively to recreational needs and objectives.

A. Lake View Park

The present Lake View Park configuration and condition compromise effective use of the site. Parking stalls are present at the southeast corner, but accommodate only 20 cars. To maximize effective land use of Lake View Park, the Redevelopment Master Plan proposes that:

1. The baseball diamond be retained and improved with new fencing, lighting, and bleacher sections.
2. A multi-purpose building be constructed for social and recreational activities and to consolidate support shelter needs (concession, restrooms).
3. Active play areas be expanded to accommodate tennis, ice skating, shuffleboard, basketball, toboganning, children play and unstructured open activities (frisbee, football, catch, etc.)
4. Pedestrain paths be expanded for walking access, and have destinations and opportunities to rest, chat, and be passive observers of other site activities. Provide curb cuts for handicapped access.
5. Parking areas be expanded to the maximum without consuming significant portions of this valuable site.

6. Distressed trees be removed and the park replanted with hardy plant materials to develop shaded walking and sitting areas as well as to define activity areas or zones.
7. A shelter be provided near the embankment edge for sunset and harbor viewing, limited picnic activity and tobogganing support functions.
8. A child play area be developed near the multi-purpose building and restroom/concession support facilities.
9. Site illumination be developed to extend use of the park areas and develop an appropriate parameter of security.
10. The bank on the northern edge of the park be cleared and replanted. Picnic tables be provided in this area for increased usage of the park facility.

The resulting plan groups active play/game areas to the east side of the site to provide open unstructured recreational lawn areas between the two defined activity zones (softball to the west). The Multi-Purpose Social Center is proposed at the southeast corner for legibility and accessibility as on-street parallel parking on streets to the south will still be needed to meet parking needs. A surface lot is proposed at the northeast bluff, accessible from Sandusky Street. Expanded parking is proposed with stalls at 90° to Sandusky Street and Erie Avenue in the interest of area efficiency.

The Multi-Purpose Social Center is proposed as a simple utilitarian building with a masonry bearing wall-steel bar joist structure. A large room, 60' x 120' with a 25 foot ceiling height is the major element. This room is intended to support such activities as tennis, badmitton, basketball, volleyball, banquets, dances and other assembly functions such as lectures, public meetings, flea markets and the like. Smaller lounge rooms are intended to support ping pong, billards and small study groups.

The walk development which surrounds the unstructured open recreational areas are intended to function as pedestrain thoroughfares for the booth/concession functions in conjunction with the City's annual Fourth of July Festival. The open areas are therefore able to support amusement ride functions in an organized and efficient manner.

The estimate of costs for items included in the redevelopment program are identified in Table 1. Figure 3 provides a sketch drawing of the proposed redevelopment. The main element of the redevelopment package is the multi-purpose recreation center, exhibited in Figures 4 and 5.

B. Malek Park

The present Malek Park configuration and condition compromise effective use of the site which allow for expansion of the park. Approximately fifteen acres is presently being utilized with playground equipment, parking lot, restrooms, ball diamond, and support facilities. The redevelopment plan

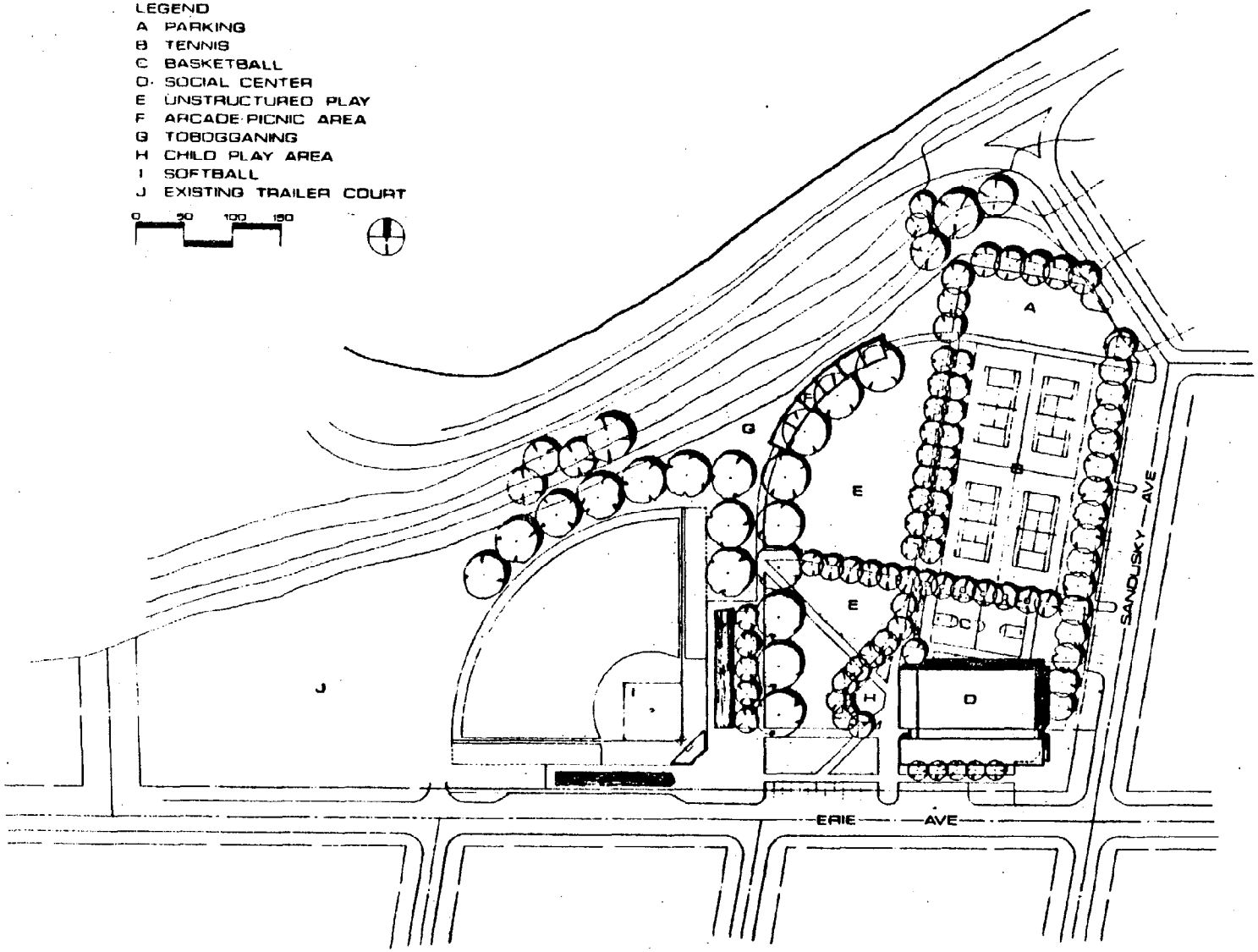
TABLE 1

ESTIMATE OF COST - LAKE VIEW PARK

DESCRIPTION	ESTIMATE OF COST
1. Multi-Purpose Recreation Center Building	$1,180,000.00
2. Additional Parking per Design Plan	52,000.00
3. Tree Removal	14,400.00
4. New Landscaping per Design Plan	40,000.00
5. General Demolition, Clearing, Grubbing, Repairs to Embankment	21,000.00
6. Tennis Courts and Lighting per Design Plan	32,000.00
7. General Site Lighting	40,000.00
8. Softball Field Improvements: new backstop, fencing, bleachers	52,000.00
9. New Walks, Curbs, Benches	67,800.00
10. "Arcade" Shelter per Design Plan	151,200.00
11. Basketball Court and Lighting	10,400.00
12. Children Play Lot Equipment	16,000.00
13. Relocation of Overhead Utilities to Underground	15,000.00
14. Resurfacing of Sandusky Street Access Road to Lakefront	20,000.00
15. Picnic Tables	10,000.00
Estimated Total Cost of Improvements	$1,713,400.00

FIGURE 3

Lake View Park

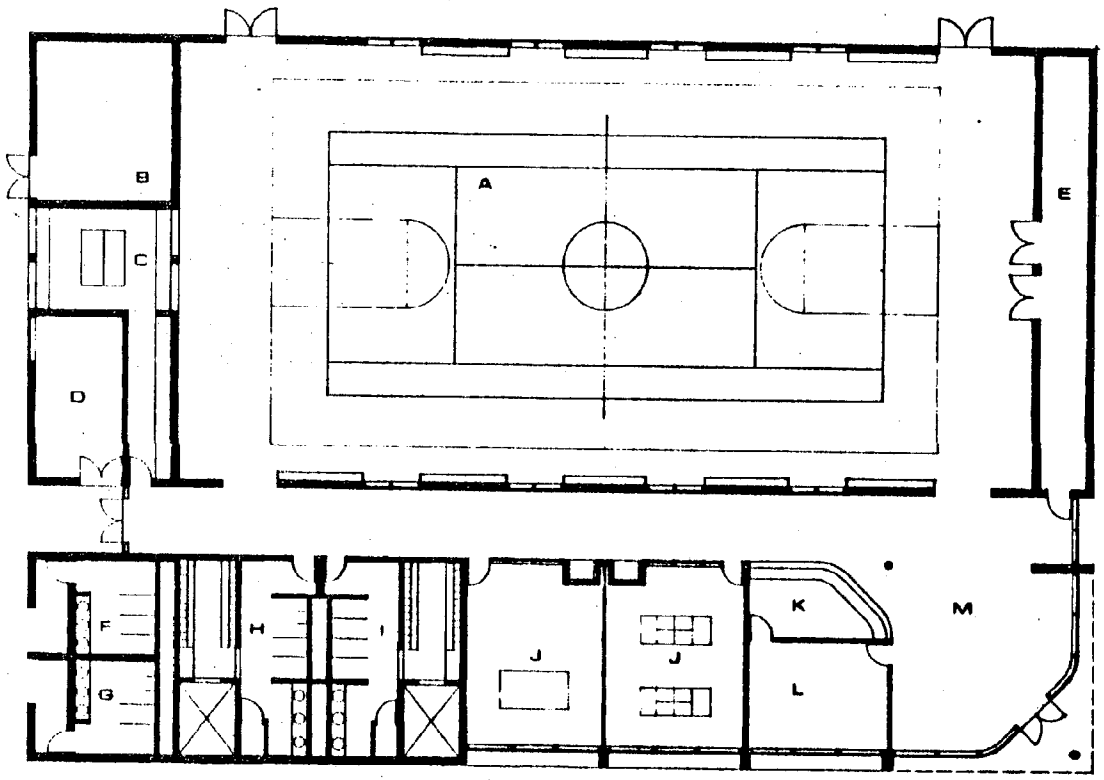


LAKE VIEW PARK
REDEVELOPMENT PLAN
CITY OF CONNEAUT

VISNAPUU & ASSOCIATES INC.
ARCHITECTS AND PLANNERS

FIGURE 4

Multi-Purpose Recreation Center



A. MULTI - PURPOSE
B. YARD STORAGE
C. CONCESSION
D. MECHANICAL
E. EQUIPMENT STORAGE
F. WOMEN'S TOILET
G. MEN'S TOILET
H. MEN'S LOCKERS
I. WOMEN'S LOCKERS
J. ACTIVITY ROOM
K. CONTROL
L. OFFICE
M. LOBBY

FLOOR PLAN

1 5 10 30

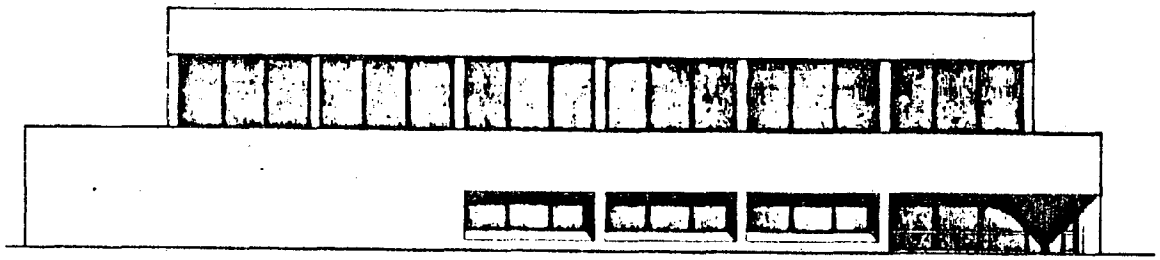
CONNEAUT RECREATIONAL CENTER
CONNEAUT OHIO

LAKE VIEW PARK
REDEVELOPMENT PLAN
CITY OF CONNEAUT

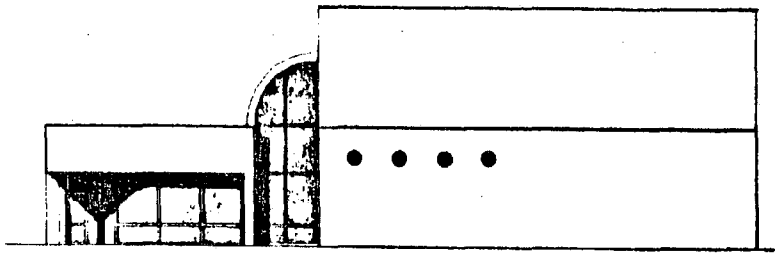
VISNAPUU & ASSOCIATES INC.
ARCHITECTS AND PLANNERS

FIGURE 5

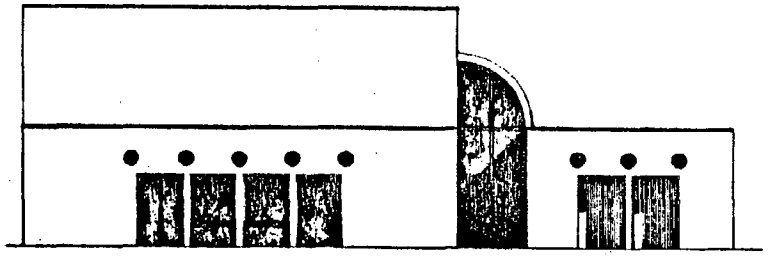
Multi-Purpose Recreation Center



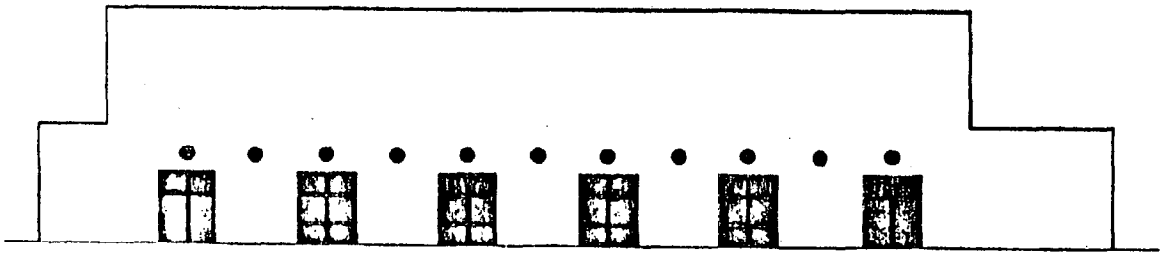
SOUTH



EAST



WEST



NORTH

LAKE VIEW PARK
REDEVELOPMENT PLAN
CITY OF CONNEAUT
ERIE AND SANDUSKY AVE.

VISNAPUU & ASSOCIATES INC.
ARCHITECTS AND PLANNERS

identifies uses for the remaining undeveloped fifteen acres of park land. To maximize effective land use of Malek Park, the Redevelopment Master Plan proposes that:

1. The development of two tennis courts adjacent to the existing childrens play area.
2. Active play areas be expanded to accommodate suffleboard, basketball, and unstructured open activities (frisbee, football, catch, etc.).
3. The baseball diamond be improved with new lighting and bleacher sections.
4. A tree planting program be undertaken along the southern side of the park to provide a buffer from the adjacent railroad tracks.
5. A shelter be provided near the childrens play area for picnic activities.
6. A drainage system be installed to eliminate surface water accumulation due to poor surface drainage.
7. The development of an 18 station EXER-TRAIL for the purpose of physical development.

The resulting plan groups active recreational areas to the eastern side of the site and the placement of the EXER-TRAIL to the west side of the site. The tennis courts will be adjacent to the existing childrens play area. The major improvement for Malek Park is the development of the EXER-TRAIL on the western part of the site. The EXER-TRAIL is a series of eighteen exercise stations which have been carefully designed and researched to assure the development of the four components of

total fitness: cardiovascular endurance, flexibility, muscular endurance, and strength. Signs at each station illustrate the correct form and explain each exercise so that everyone can perform the exercise properly with no supervision. EXER-TRAIL is an advanced outdoor system that makes it simple to receive a good workout no matter what a persons level of fitness. It is a self-paced, outdoor physical training facility based on sound educational principles and recent exercise physiology. It is suitable for casual recreational use, as an educational facility, or for practical scientific assessment. The EXER-TRAIL has been designed so participants can self-test their fitness level and compare those scores to validated men's and women's norms. The EXER-TRAIL combines the two principles of aerobic training (done between exercise stations) and circuit training (done at the exercise stations). Aerobic (heart pumping) training, done between exercise stations, develops cardiovascular endurance. Ideally, aerobic training should be individualized according to each participant's physical condition and should follow a gradual progression from lower to higher intensity levels. Graduated levels of interval training to assure that participants progress in a systematic way according to proven aerobic guidelines. The EXER-TRAIL utilizes a circuit of selected exercise stations through which persons exercise at each station until the entire circuit has been completed. The major advantage over other methods of calisthenics or exercise programs is that circuit training stresses continuous activity. Other major advantages of this program include the following:

1. Each participant can begin circuit training at an easy pace and enjoy some degree of success in the program.
2. Circuit training can be organized to involve a large number of participants in a relatively confined area.
3. Participants are motivated by seeing their progress from day-to-day.
4. Progression is assured if the participant exercises regularly.
5. With circuit training, the exercise is continuous, thus, stress is placed on the cardiovascular system.
6. Circuit training provides for individualized self competition. Each participant competes only against himself and works at his own individual rate.

At each EXER-TRAIL station the following supplemental information is provided.

1. Exercise Sign - shows the illustration, description, and recommended repetitions for different levels of performance.
2. Photograph- shows the participant using exercise apparatus with good form.
3. Background - provides practical information about the exercise station.
4. Points to Emphasize - outlines a few reminders which will help persons perform the exercise correctly and safely.

5. Developmental Exercises - shows an exercise that can be performed on the EXER-TRAIL apparatus when a person has difficulty in performing at the beginner's level.
6. Home Exercises - illustrates a related exercise that can be done at home to develop those muscles that need additional conditioning.

The general layout of the EXER-TRAIL should reflect the following practical considerations.

I. GENERAL LAYOUT

A. Accessibility

1. The trail should be located on a well-established area such as a park, playground, or similar recreation center.
2. Sufficient space should be allowed to permit at least two people to run abreast.
3. The area should be of sufficient length to allow a minimum of one (1) linear mile.
4. The start and finish area should be located together. To accomplish this, three course designs are recommended: A loop trail for an area with a large perimeter; a figure-eight configuration for a limited area; or an out-and-back pattern for a primarily linear area.

B. Aesthetics

1. The course should be integrated into the environment.
2. Shade should be utilized where possible.

3. Existing landscaping should be included to create further visual interest.

C. Topography

1. Utilize variety in terrain.
2. Be wary of severe changes in elevation. Start and finish signs should be sited on level terrain.

II. PATH OR TRAIL CONDITION

1. Crowned for adequate drainage.
2. Sufficiently wide to allow two or more to run abreast (8'-10').
3. Sufficiently wide to allow maintenance by small tractors.
4. Constructed wider on turns so that speed could be maintained.
5. Free of stairs which would limit use by wheel chair participants.
6. When constructing a trail, there are five options available as outlined by the President's Council on Physical Fitness and Sports. Possible surfaces include:

   a. Grass/dirt - Little or no cost, blends with natural surroundings. Could be slippery when wet, could rut with heavy use. Mowing would be required, and capacity of parks department mowing equipment should be considered in planning the width of a grass trail.

b. Wood chips - If the parks department or any other facility uses a woodchipper to grind up twigs and branches, and stockpiles the chips for use on paths, this could be an excellent source of trail surfacing material because of its resilient surface and natural look. Chips would be laid down the path at a 4" depth and would be compacted by runners and rain.

c. Cinders - Delineates path better than grass, would drain well with gravel base, would pack to smooth running surface. However, could also powder and create dust.

d. Gravel - Could use 3/4" base and 3/8" top gravel, rolled to smooth surface. Good drainage, delineation. Could also use powdered stone for smoother, cushiony running surface.

e. Asphalt - Most expensive, could use 2" of rock base and 2" of asphalt for running track. If trucks or tractors would run over path 4" rock base would be needed.

The following recommendations are important in assuring continuing use of the EXER-TRAIL.

III. PUBLICITY PACKAGE

1. Keep it clean and safe.
2. Keep reminding people it's there.
3. Publicize the trail opening through newspapers, phamplets, and radio.

4. Invite schools, special interest groups, organizations, and the public to use it.
5. Develop a brochure, map, or low cost hand-out for use.
6. Hold competitions individually or have special fitness days by giving away awards.
7. Conduct periodic tours and workshops.
8. Use it for testing and training of physical education classes, organizations and teams.

The estimate of costs for items included in the redevelopment program are identified in Table 2.

C. Funding Availability

The implementation of any program such as this redevelopment project is dependent on the availability of adequate funds. The City will attempt to seek all potential sources of funding, including local capabilities. The City is soliciting funds from City organizations and interested groups for this purpose. This may provide the necessary matching funds for a State or Federal grant.

TABLE 2

ESTIMATE OF COST - MALEK PARK

The values noted below are projected for Spring, 1982 bidding and include 10% contingencies and pro-rated Architectural/ Engineering costs.

	DESCRIPTION	ESTIMATE OF COST
1.	Tree Planting Program	$ 7,500.00
2.	General Clearing and Grubbing	2,500.00
3.	Picnic Shelter	4,600.00
4.	Baseball Bleacher Sections	4,800.00
5.	18 Station EXER-TRAIL	9,000.00
	Estimated Total Cost of Improvements	$28,400.00